



NCDOT Prioritization 3.0 Project Summary

SPOT ID: H141130

Mode: Highway

Status: Submitted

I-40

From/Cross Street: Jamestown Road

Specific Improvement Type: 8 - Improve Interchange

To:

Project Category: Statewide Mobility

Length: 2

TIP#:

Fully Funded in Draft STIP? No

Cost to NCDOT: \$2,175,000

Description:

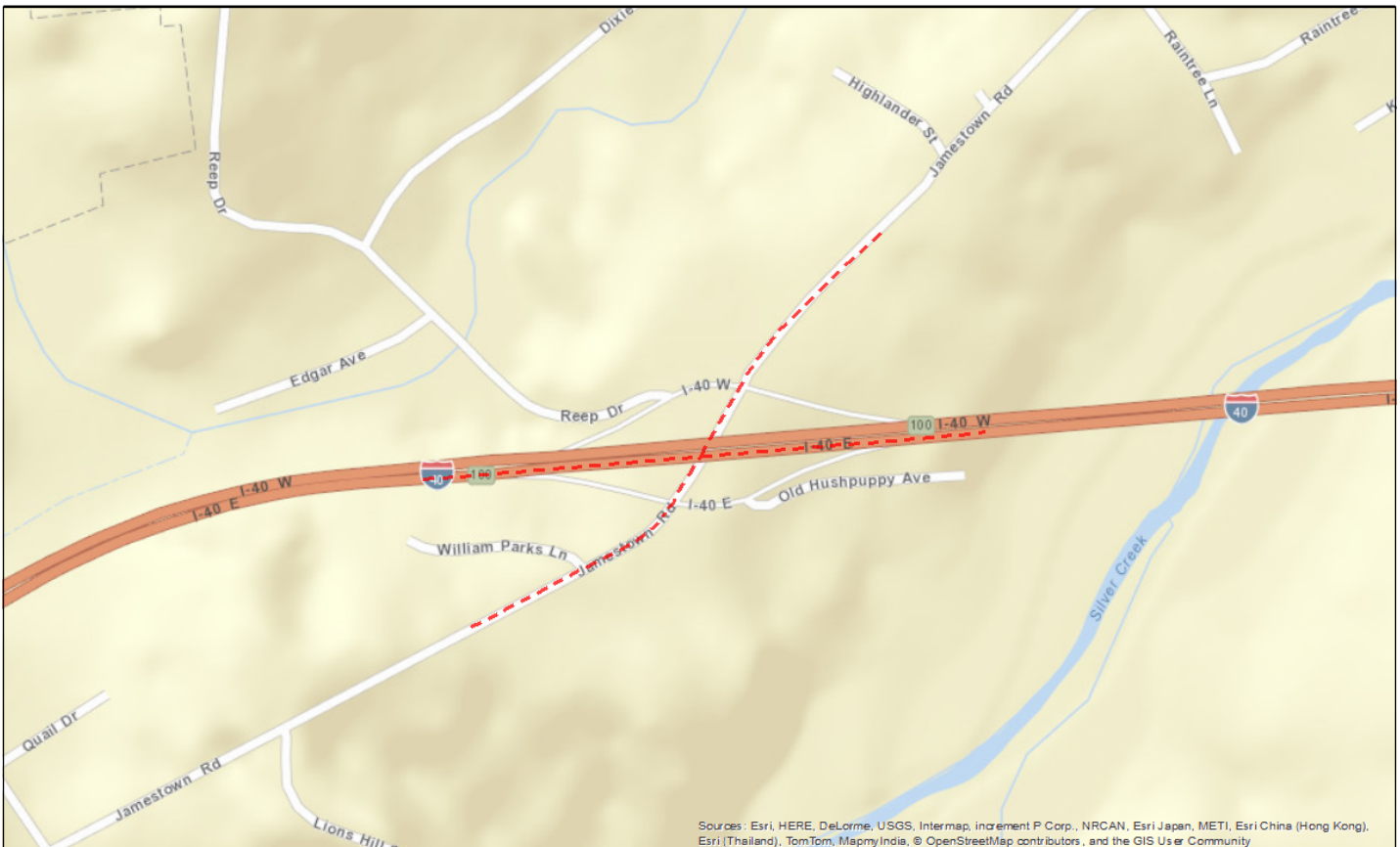
Upgrade Interchange 100 at I-40 and Jamestown Road (SR 1142)

Division(s): Division 13

County(s): BURKE

MPOS(s)/RPO(s): Greater Hickory MPO

Project Location



Statewide Mobility Total Score: 41.34

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (30%)	47.16	N/A	N/A
Safety (10%)	50.00		
Economic Competitiveness (10%)	5.36		
Multimodal + [Freight & Military] (20%)	37.14		
[Travel Time] Benefit/Cost (30%)	47.41		
Totals: Weight: 100% Weighted Score: 41.34			

Regional Impact Total Score: 63.79

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Congestion (V/C) (25%)	47.16	Percent: 15% Points: 100	Percent: 15% Points: 100
Safety (10%)	50.00		
[Travel Time] Benefit/Cost (25%)	47.41		
Accessibility / Connectivity (10%)	51.50		
Totals: Weight: 70% Weighted Score: 33.79			

Division Needs Total Score: 73.91

Quantitative Score		Division Engineer Local Input Points	MPO/RPO Local Input Points
Safety (10%)	50.00	Percent: 25% Points: 100	Percent: 25% Points: 100
[Travel Time] Benefit/Cost (20%)	47.41		
Congestion (V/C) (20%)	47.16		
Totals: Weight: 50% Weighted Score: 23.91			

Project Data ***Existing Conditions**

Existing Cross-Section:	
Speed Limit:	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	Full
Functional Classification:	Interstate
Terrain Type:	Rolling
Lane Width:	12
Paved Shoulder Width:	10
Roadway has Curb & Gutter?	No
Volume (AADT):	43502
Capacity:	87709.15
Volume/Capacity Ratio:	0.5
% Autos:	83%
% Trucks:	17%
Truck Volume:	7428.39
Crash Density:	0
Crash Severity:	0
Critical Crash Rate:	0
Crash Frequency:	66.7
Severity Index:	33.3
County Tier Designation:	1
Non-Interstate STRAHNET Route?	No
Average Commuting Time:	24
Existing Median Type (for Cost Estimation):	Divided
Pavement Condition Rating:	100
Actual Congested Speed:	31.69
Travel Time Index:	1.42

Project Benefits

Project Cross-Section:	
Speed Limit:	65
Length (miles):	2
Facility Type:	Freeway
Access Control:	None
Functional Classification:	Interstate
TerrainType:	Rolling
DOT Design Lane Width:	12
DOT Design Paved Shoulder Width:	10
Travel Time Savings for 30 Years (Total):	4376000
Travel Time Savings for 30 Years (Autos):	3628755.13
Travel Time Savings for 30 Years (Trucks):	747244.87
Long-Term Employment:	86.55
% Change in Economy:	2.07E-05
Provides Direct Connection to Transportation Terminal?	No
Does project upgrade how the roadway functions?	No
In CTP or LRTP?	Yes
CTP/LRTP Name:	I-40 Corridor Plan
CTP/LRTP Completion Year:	2014
Submitted by:	Greater Hickory MPO

* Data reflects calculations which include weighted averages (where applicable) and represent raw output from the Department's SPOT On!ine tool and associated databases.

Project Ownership**Division**

Division	Percent	Regional Impact	Division Needs
Division 13	100%	100	100
	0%	0	0
	0%	0	0
TOTAL Division Points		100	100

MPO/RPO

MPO/RPO	Percent	Regional Impact	Division Needs
Greater Hickory MPO	100%	100	100
	0%	0	0
	0%	0	0
TOTAL MPO/RPO Points		100	100

Project Cost and Source

Construction Cost:	\$1,875,000	Cost Estimation Tool
Right-of-Way Cost:	\$300,000	Cost Estimation Tool
Utilities Cost:	\$0	Cost Estimation Tool
Total Project Cost:	\$2,175,000	
Other Funding:	\$0	None
Cost to NCDOT :	\$2,175,000	